PIRATE APES CLUB

by Loopme

COLLECTION WHITEPAPER

PROJECT DESCRIPTION

The Pirate Apes Club Project

The Pirate Apes Club project was initially inspired by the Reddit's SuperStonk community of retail investors and Ryan Cohen's tweets (chairman of GameStop), referring to the Jolly Roger, and by this beautiful community of retarded apes who are defeating Wall Street with their hive mind and god-level due diligence.

In a nutshell, the goal is to become the Admiral of the Pirate Apes crew by acquiring a copy of each of the gnarly crew members.

The Admiral NFTs will be minted in limited quantities.

Holders of an Admiral NFT will receive dividends in LRC, calculated on a percentage of the sales and distributed equally between the admirals via airdrop at the end of each Ship.

Ships and Admirals are explained further in this doc.

In addition to dividends in LRC to the Admirals, holders of PAC crew members may receive loots via airdrops in the form of NFTs. Loots may be used to unlock other perks (TBD).

The Pirate Ape Crew Members

A typical Pirate Ape crew is composed of gloriously gnarly pirate apes of different ranks and trades. They're created with the help of Photoshop, AI, After Effects and Blender.

The Pirate Apes are named after their pirate rank, inspired by historical facts (except for the Activist). In descending order:

Pirate Ape Ranks

1. The Admiral
2. The Captain
3. The Quartermaster
4. The Activist
5. The Navigator
6. The Boatswain
7. The Officer
8. The Foremast
9. The Helmsman
10. The Carpenter
11. The Cooper
12. The Sailmaker
13. The Gunner
14. The Cook
15. The Musician
16. The Seaman

Historically, pirate crew members weren't easy to recruit, for obvious reasons.

Pirate Apes also aren't easy to recruit. The different crew members will be revealed over time, but won't necessarily be available for purchase right away. Instead, there will be limited drops at different intervals, on a first come, first served basis.

This should keep the collectors on their toes, and make the game fun. In addition to collecting salty creatures, getting your hands on one of each is a challenge.

This is how the game becomes a race towards becoming an Admiral.

In the Discord, there's a channel (trading-room) dedicated to trading Pirate Apes. If you have a duplicate crew member, you can list it on LoopExchange.art and post the link to your listing in the trading room.

THE ADMIRAL RANK

Being an Admiral means you were one of the first collectors to successfully acquire one of each of the crew members for a given Ship.

DIVIDENDS

As a reward for your perseverance, dedication and hard work, you will receive dividends from the sales proceeds for your respective Ship.

At a minimum, Admirals of a given Ship will share 20% of the net sales proceeds resulting from the sale of the crew members of that Ship. Sales proceeds are accumulated until the first crew member of the next Ship is minted. Deadlines will be announced on the Discord server.

The Pirate Apes Club uses a dedicated GameStop wallet for transparency, the address is

0xa12492B9967b56B497F3E54e1Fd696E3a5c82181

This wallet is used to mint, list and transfer the PAC NFTs only. At any given time, you can monitor the treasury on **https://explorer.loopring.io**

Please refrain from sending unsolicited NFTs to this address. If you feel generous and would like to share your creations please send them to me directly instead, loopme.loopring.eth. NFTs sent to the PAC wallet will be returned to the sender.

Once in a while, an Admiral NFT will be put up for sale, meaning you can buy your Admiral rank, if you're fast enough to snag it before anyone else. The prices for an Admiral NFT can vary, and can be put for auction.

AVATAR NFT

Admirals will also receive the flat version of the Admiral NFT (the actual portrait, not in a rotating glass card) so you can use it as your avatar in your favorite social media profile. Show them who's the boss!

OTHER PERKS

From times to times, Admirals will have access to other perks, such as exclusive content and collabs with other creators.

NOTE: I'm offering this rewards structure in good faith, and to share with those who support my work. This is my first attempt at creating an NFT game, and I reserve the rights to adjust the rules as we go, ban players or even terminate the game if things get out of control or stop being fun. Let's keep it fun for everyone!

SHIPS

The Metadata of each Pirate Ape crew member shows to which Ship he belongs to.

```
SHIP #01
01
100% have this trait
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A Ship is a mini-collection, a set,, i.e. a complete crew within the Pirate Apes Club.

New Admirals will be minted for each Ship, as well as new crew members.

Imagine an admiral recruits a team of specialists before hitting the high seas in his quest for loots. Once the Admiral and his crew sailed away, another Ship needed another Admiral and crew members.

This will enable the game to go on after all the copies of an Admiral for a given Ship have been awarded, and give a chance to other collectors to get the Admiral rank on another Ship.

Each Ship may have more than one crew member occupying the same rank, to the exception of Captain and Quartermaster.

In these cases, they will be identified by a number following the NFT Name (Sailmaker #001, Sailmaker #002, Seaman #001, Seaman #002 ⬅️"Seamen"... 😂)

```
NAME
The Sailmaker #001
25% have this trait
```
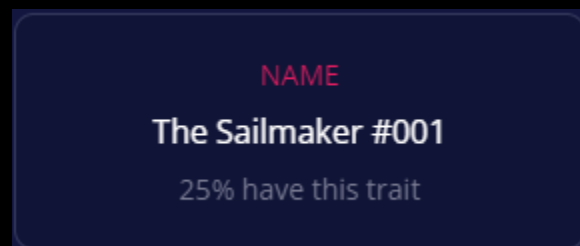
About the Creator - Loopme (loopme.loopring.eth)

As you can imagine, I'm a GME investor, 100% DRS'd. I'm also a hardcore Loopring supporter, and I believe that using the tech and creating on this platform contributes to adoption by more users. I'm now a full time NFT creator.

Before discovering Loopring, I was already creating NFTs on a mainstream platform (over 300 minted and 5-digit revenue in sales), and I just love the Loopring tech. It's so much cheaper than Ethereum, and so much easier, faster AND cheaper to access my funds than Polygon.

I see a bright future for Loopring and the GME marketplace. I enjoy creating new stuff in general, either 3D design, drawing or writing, and I appreciate and I'm grateful for the support this community has shown me so far.

On Loopring alone, I've minted a few collections including Ryan by the Masters, the Crypto Goddesses, Naughty Angels and the MOASS Dance Club.

At the time of writing this, I'm still waiting to hear back from GameStop about my 6th application as a creator for the NFT marketplace. Apparently the 6th time's a charm, isn't it?

In the meantime, I'm leveraging the amazing marketplace put together by Leppalúði, LoopringExchange, and Uptick.

I've just listed my previous creations here:

LoopExchange.art

Uptick.com

Pirate Apes Club on Social Media

Spread the word!

Official Discord: https://discord.gg/vutPKh6tb7
Website: https://nft-booster.com/pac

Reach Out to Loopme!

If you're interested in working with me, if you have suggestions, feedback or questions, here's a few ways to reach out:

Email: nft@nft-booster.com
Discord: Loopme#1905
Reddit: Ok-Information-6722
Twitter: Boost_ur_nft

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APPENDIX 1

Pirate Rankings Details
&
Other Cool Stuff

Note: I didn't write this part, I've included my sources. Note that pirate names are clickable. Thought you'd enjoy it as much as I did!

The Captain

The captain of a pirate ship was very often the arch-criminal brains of the pirate operations. He might also have been the one who had put up the capital to buy the ship or been its legitimate captain or a high-ranking officer on a privateering vessel before the crew had decided to take to a life of piracy.

HAVING A NICE LONG COAT & PLENTY OF PRICEY PISTOLS SHOWED THAT ONE WAS A SUCCESSFUL LEADER OF PIRATES.

Perhaps surprisingly for a gang of cut-throats, a pirate captain was frequently elected to his position, but then again, it was difficult to lead through coercion a group of individuals who valued their liberty above all else. Many mariners had turned to piracy precisely because of the strict discipline and harsh punishments of life on a merchant or naval ship and so they were hardly likely to put up with a leader who ruled by the rod alone. Nevertheless, the most successful captains, those who captured large prizes, could instill some rules and discipline on their men, such as Bartholomew Roberts (1682-1722) who insisted his crew refrain from gambling in the ship's articles which all his crew swore to abide by. The position of captain might not be permanent either, since sailors who had mutinied once before were not shy to do so again. Charles Vane (d. 1721) was relieved of his command for failing to attack a ship as his crew had wished and was replaced by 'Calico Jack' (aka John Rackham, d. 1720).

Pirate captains often dressed the part in the Golden Age. Blackbeard (aka Edward Teach, d. 1718) went for terror with a ribboned beard and lit fuses under his hat while Roberts sported scarlet silks, a feathered hat, and a diamond necklace. Having a nice long coat and plenty of pricey pistols were other ways of showing one was a successful leader of pirates.

With his skills at leadership, navigation, and sheer charisma, a pirate captain earned his double share of the loot captured compared to other crew members. On the other hand, if the pirates were caught, the captain could expect the worst judgment of the authorities. While many pirates faced a real risk of being hanged, the pirate captains were almost guaranteed such a fate, and the most notorious ones might also have their corpses hung in chains to rot for years like Captain Kidd in 1701.

Quartermaster

A pirate quartermaster (as opposed to one on more legitimate vessels) was often the second-in-command, and below him were the first and second mates. He was, then, the equivalent of a merchant First Mate or a naval First Lieutenant. Like the captain, the quartermaster could be voted in or out of office by the crew. The helmsman, the man who steered the ship's wheel, was usually supervised by the quartermaster who, skilled in navigation, was also concerned with the ship's general course and with recording its speed, although this role could be taken by a pirate captain or a sailing master (who was expert in the ship's sailing capabilities in all conditions). The quartermaster usually supervised which men boarded a target vessel, leading the attack himself. After the takeover, he decided what loot was taken, and then he ensured its fair division amongst the crew. The quartermaster's share of booty was the same as the captain's: double the share of an ordinary seaman. In the rare case that the crew had voted for one of their brethren to be flogged, it was the quartermaster who dished out the punishment. When a pirate captain captured a second ship and wished to maintain a fleet of his own, the quartermaster was the prime candidate to become its captain.

Navigator

The ship might have a dedicated navigator, and although the captain and quartermaster often had knowledge of navigation, a specialist was preferred since he was familiar with charts, coastlines, currents, winds, and local weather conditions. Longitude could still not be measured with accuracy in this period and so practical experience was a great advantage. With a good navigator, a pirate captain could arrive exactly where he knew merchant ships frequently sailed and he could negotiate dangerous shallows and islands, which would offer excellent places to ambush a passing ship. Sometimes a pirate fleet of ships had a single specialized navigator. As few mariners knew the mysterious art of navigation, the ship's navigator was often called the Artist.

Pirate with Telescope

https://www.worldhistory.org/image/14631/pirate-with-telescope/

Starz (Copyright, fair use)

Boatswain

The boatswain (often simply 'bosun') supervised all those tasks requiring seamanship and was responsible for the ship's stores and ensuring the ship's rigging, sails, and anchors were in good working condition. The bosun received one and a half times an ordinary seamen's share of booty. If the crew were large, then the bosun was assisted by deputies, the bosun's mate or mates.

Officers

While pirate crews had no formal rankings, as such, some seamen were definitely above others in terms of their knowledge and experience. Such individuals, as on legitimate ships, organized the ordinary seamen in their daily duties when at sea. A foremast man, for example, supervised a team of five or six seamen. The coxswain (who could be a bosun's mate and is pronounced 'cox'n') steered the ship (when he could be known as the helmsman) and was in charge of any small boats on board - useful for going ashore, exploring shallows, and boarding other vessels. Officers received one and a quarter of an ordinary seamen's share of any booty taken.

A HARD LIFE AT SEA WAS A YOUNG MAN'S GAME & SO FEW PIRATES WERE AGED OVER 40.

Having a doctor on board was an advantage but depended on whether one could be coerced into joining the crew. If not, then having a medicine chest was the best a captain could do to reduce the effects of illness and injury on his crew. In the absence of a surgeon, the ship's carpenter was called upon to perform such drastic operations as amputations.

Carpenter

Any sailing ship needed a good carpenter to keep the vessel in good trim, keep on top of any leaks, and make the inevitable and constant running repairs caused by wind, sea, tropical marine creatures, and enemy fire. The carpenter on a pirate ship also needed additional skills like refitting a captured vessel to make it more suitable for its new role. Speed was of the essence and so superstructures might be removed to reduce weight and increase speed and maneuverability. Additional gun ports might need to be cut in the ship's hull and internal bulkheads removed to make way for more cannons. Then there were the repairs to masts and stays smashed by cannon fire. No wonder, then, that when a pirate ship captured a merchant vessel, the skilled carpenter on board was very often press-ganged into service, and he was obliged to wave goodbye to an honest and considerably longer life. The carpenter received one and half times an ordinary seamen's share of booty.

Captain Kidd in New York Harbour

https://www.worldhistory.org/image/14502/captain-kidd-in-new-york-harbour/

Library of Congress (Public Domain)

Cooper

A cooper was only found on board a larger vessel, but he was very useful as he could assemble barrels, a key skill because, at the time, these were the only large containers available and were used for keeping dry stores, wet stores, water, rum, and gunpowder in. He ensured they remained as airtight and watertight as possible, and he could dismantle empty barrels to increase space for newly captured cargo. The cooper also made and repaired buckets.

Sailmaker

Like the carpenter, blacksmith, and cooper, this was a specialist artisan job, and the man skilled at it need not necessarily know any other skills of seamanship. Sails were always worn down by weather, often ripped up by storms, and sometimes riddled to pieces by grapeshot. In the age of sail, the sailmaker was as important as the chief engineer on a modern ship, since without him the vessel could not go very far. In the absence of a ship's surgeon, one of the sailmaker's duties was to stitch wounds from battle and the all-too-frequent accidents on board a sailing ship.

Gunner

The ship's team of cannon operators was led by the gunner, who shouted the order 'Fire!' and who was assisted by a gunner's mate. Each cannon on a pirate ship required 4 to 6 men to operate. Experience was required to measure the correct amount of gunpowder to fire varying projectiles at the distance required to hit the target. In addition, the ship on which the cannon was being fired and the target were often both in motion horizontally and vertically if under sail and not in a dead calm. Fortunately, few pirate captains wanted to seriously damage a target ship for fear of similarly damaging its precious cargo, but if a merchant ship decided to put up a fight after the Jolly Roger was hoisted or the pirates were under attack from a naval vessel sent by a colonial governor to hunt them down, then being a good shot was an obvious advantage. Another advantage was the speed with which a practiced gun crew could fire off multiple shots. On a pirate ship, cannon operators were not full-time and so they had other duties when not in battle. A gunner received one and half times an ordinary seamen's share of booty.

The Queen Anne's Revenge

https://www.worldhistory.org/image/14630/pirate-crew-from-black-sails/

Qualiesin (CC BY-SA)

Cook

Although pirates enjoyed food taken from captured ships and at taverns when in a pirate haven, they still needed someone to cook on a regular basis while at sea in pursuit of victims. The cook on a pirate ship (or any other, for that matter) was often a mariner who had lost a limb in action, a fact which did not go unnoticed by Robert Louis Stevenson in his 1883 novel *Treasure Island*, where Long John Silver, we are told, once served as a cook before he became a pirate.

Musicians

Musicians such as a fiddler and trumpeter were a part of any crew, including pirate ships. They were useful as a source of rhythm to aid manual tasks like pulling rigging, to create a cacophony of noise which contributed to the general terror of a pirate attack, and, as in other ships, they were at the beck and call of any of the crew who had the impulse to be entertained.

Ordinary Seamen

Most pirate crews were composed of either mutineers or those captured by other pirates and forced to join them or be killed (the latter case was certainly the most common defense plea in pirate trials). Those taken included ship's boys who were serving as apprentices or as general dogsbodies performing cleaning and serving duties. Recruits might also come from mariners tired of the hard work and discipline expected on merchant and naval ships - not to mention the poor pay - or those who could take no more of the harsh conditions endured by such occupations as Newfoundland fishermen. There were also those who were attracted by the idea of a life at sea and an escape from the monotony of their job on land. Workers in lumber factories in tropical climates rife with disease were particularly keen for the fresh air of the sea and the chance to gain a fortune. Finally, the frequency of captures, sinkings, casualties, accidents, and disease all meant that pirate crews were usually short-staffed.

Pirate Crew from Black Sails

https://www.worldhistory.org/image/14630/pirate-crew-from-black-sails/

Starz (Copyright, fair use)

Captains looked to pirate havens for recruits, places like Tortuga, Providence Island, and Port Royal, which were usually bustling with pirates looking for a new ship to join. Pirate crews in the Caribbean during the Golden Age were made up of all nationalities, but the majority were either British or colonists from the Americas. Black Africans, slaves either captured and press-ganged or volunteers or slaves who had escaped from colonial

plantations, were a not insignificant part of private crews. Black African slaves would have had no knowledge of seamanship and so were likely employed as servants or for the more menial tasks on board, but there is evidence in trial records that some learnt the ropes and became equal members of the crew.

To qualify for life on a pirate ship as the lowest-ranked seaman, the skills required were to be able to manage sails (extending, reefing, and furling), to steer, and to take soundings; being handy with a weapon was a distinct bonus, as was not being too particular about one's company. Another requirement was youth since a hard life at sea was a young man's game and so few pirates (or mariners of any kind) were aged over 40, and most were in their twenties.

The benefits of a pirate's life were better food, better pay (perhaps many years of wages in one go if a good prize was taken), plenty of alcohol, and the chance for freedom and adventure. There was, too, a greater sense of involvement in the ship's affairs, since very often key decisions and the distribution of booty were organized along democratic lines. The disadvantages included a very real risk of imprisonment, hanging, or serious injury. The average career of a pirate was around two years, and in all likelihood, once turned pirate, one would never see one's family ever again.

FORBES WEALTHIEST PIRATES

High seas piracy was the colonial era's version of investment banking. Through good positioning, aggressive go-getters could make millions from global trade and commerce in diverse sectors. They were frequently chased off shore to the Caribbean by angry governments. And in the end, they were sometimes sunk without a trace.

Soon after government-hired pillagers like Hernando Cortes started plundering the new world in 1503, an entire class of sailor realized he could profit by stalking the ships carrying the spoils.

Those riches couldn't be sent using wire transfers. So when Cortes wanted to send a bounty of Aztec gold to Charles V, he had to load it onto ships and sail it across the sea, where men like Jean Fleury were waiting. In 1523, the French privateer fell upon a Spanish treasure fleet--a score that helped him net $31.5 million in present-value dollars over his career, making him the sixth highest-earning pirate of all time.

The highest-earning pirate ever was Samuel "Black Sam" Bellamy, an Englishman who made his bones patrolling the New England coast in the 18th century. By our calculations, "Black Sam" plundered an estimated $120 million over the course of his career. His greatest windfall occurred in February of 1717, when he captured a slave ship called the *Whydah*, which reportedly held more than four and a half tons of gold and silver. Bellamy, known for his relative generosity, took the *Whydah* as his new flagship and gave one of his old vessels to the defeated crew.

In second place, with lifetime earnings of $115 million: Sir Francis Drake, a 16th century British privateer who saved England from the Spanish Armada and went on to a profitable life of plunder at the behest of Her Majesty's Government. Fellow Englishman Thomas Tew places third with earnings of $102 million. His biggest score came in 1693, when he pilfered a ship full of gold en route to the Ottoman Empire from India.

Our wealth estimates are based on information gathered from historical records and accounts from 17th and 18th century sources like Daniel Defoe, as well as contemporary historians like David Cordingly. Whenever possible, we used official records of pirate's claims. So when a 1718 North Carolina ledger says wares seized from Edward "Blackbeard" Teach sold at market for 2,500 pounds following his death, that source was trusted above Blackbeard's claims to a magistrate that a great treasure lay in a location known only to him and the devil. By our count, he amassed a total of $12.5 million in loot over his career.

Depletion of fortune due to rum and wenches was not assessed, nor were divisions of treasure among the crew. Plunders were often split in equal shares, with the captain receiving double--not much of a premium for leadership. A good lesson to modern shareholders: The best

way to achieve fair compensation and rule out golden parachutes is to have your leaders expecting murderous revolts if they hoard profits.

All money and goods were converted into present value U.S. dollars. Present values were determined using the retail price index developed by the British House of Commons and MeasuringWorth, a research project founded by University of Illinois Chicago economics professor Lawrence H. Officer.

For the most part, pirates didn't make much money, and they certainly didn't save it. The amount of cash they needed to keep on hand to cover their liabilities cut into their fortunes. Crew members that lost limbs in battle could be compensated at a rate of 1,500 pound per limb. Since infection could easily cause death, the remedy for gunshot wounds was often amputation. With 100 men on a ship, if 10 limbs were lost during battle, that was a 15,000 pound loss, or about $3 million in today's dollars. It's easy to see why pirates tried to take ships without firing a shot. A few drunken sailors getting themselves nicked could negate the entire profit.

Pirates didn't have 401(k) plans, so burying a pile of gold was sometimes the smartest way to save for the future--that is, when they had one. Samuel Bellamy's treasure sank with him off Cape Cod, most of Bartholomew Roberts' fortune ($32 million) was taken after he died in battle in 1722 and Stede Bonnet's wealth ($4.4 million) was absorbed into the South Carolina treasury after his 1718 execution. Jean Fleury's Aztec gold wasn't recovered and was probably spread thin over brothels and saloons from Cuba to France; it's likely been melted down over the last 500 years into gold bars lining national treasuries and formed into wedding rings the world over.

Most pirates died without honor or coin. It was an existence filled with murder, treachery, disease (both tropical and venereal), and it ensured a short life, even by the standards of the day. But for the chance to be rich and unbound from a life of farming or military service, it was an easy choice for many--even if it did come with scurvy.

The 20 Highest-Earning Pirates

Pirate	Wealth (2008 dollars)
Samuel "Black Sam" Bellamy	$120 million
Sir Francis Drake	$115 million
Thomas Tew	$103 million
John Bowen	$40 million
Bartholomew "Black Bart" Roberts	$32 million
Jean Fleury	$31.5 million
Thomas White	$16 million
John Halsey	$13 million
Harry Morgan	$13 million
Edward "Blackbeard" Teach	$12.5 million
Samuel Burgess	$9.5 million
Edward England	$8 million
Francois le Clerc	$7.5 million
Howell Davis	$4.5 million
Stede Bonnet	$4.5 million
Richard Worley	$3.5 million
Charles Vane	$2.3 million
Edward Low	$1.8 million
John Rackam	$1.5 million
James Martel	$1.5 million

Samuel Bellamy

Pirate

Description

Captain Samuel Bellamy, later known as "Black Sam" Bellamy, was an English sailor, turned pirate, who operated in the early 18th century. He is best known as the wealthiest pirate in recorded history, and one of the faces of the Golden Age of Piracy. Wikipedia

Born: February 23, 1689, Hittisleigh, United Kingdom

Died: April 26, 1717, Wellfleet, Massachusetts, United States

Wealth: Equiv. US$151 million in 2021; #1 Forbes top-earning pirates

Rank: Elected Commodore of pirate fleet

Nickname: "Black Sam" Bellamy, "Prince of Pirates", "Black Bellamy", "Robin Hood of the Sea"

Ships: Whydah Gally, Sultana, Mary Anne

Parents: Elizabeth Bellamy, Stephen Bellamy